FLYLOGIX

Stakeholder engagement for TDA for UAS operations around Central North Sea ACP 2024-005

1. INTRODUCTION

Flylogix are an Unmanned Aircraft (UA) service provider, focused on the offshore energy sector. Flylogix have been contracted for UAS flights to the Central North Sea Area, East of Aberdeen from mid-August until mid-October.

The UA will operate from Whinnyfold from a field immediately adjacent to the coastline. The operation will be VLOS for initial departure and arrival and then be in a Temporary Danger Area (TDA) which the UA will enter as it crosses the Low Water Mark and then operate solely over the sea for the remainder of each mission. Flylogix have begun an airspace change request ACP-2024-005 to establish this TDA.

2. OBJECTIVES OF ENGAGEMENT AND THIS DOCUMENT

In line with the CAP1616, Flylogix are engaging with aviation stakeholders to get feedback on the safety and operational impact of the proposed TDA. This engagement will occur over 5-week period between the 24 March 2024 and 30 April 2024. All feedback will be shared with the CAA as part of the final TDA submission.

This document has been sent to the following stakeholders for feedback. More stakeholders may be contacted as Flylogix becomes aware of them:

- Oil and Gas helicopter operators – CHC, NHV, Bristow, Offshore Helicopter Services UK Ltd
- Commercial operators working in North Sea – Airtask, 2Excel Aviation, Gama Aviation, PDG Helicopters
- General Aviation – Airspace4All, General Aviation Alliance, AOPA, BMAA, LAA
- SAR – JRCC, Bristow SAR
- MOD – DAATM
- Other Operators – Babcock Mission Critical Services Onshore
- ANSP – NATS (Aberdeen Radar)
- All other organisations present on the CAA's NATMAC list considered as a stakeholder for the purpose of this ACP.

3. TYPE OF OPERATION

The operations are unmanned VLOS and BVLOS flights conducted within a TDA. The purpose of the flights is to conduct methane surveys of critical offshore energy infrastructure in the North Sea East and West of Shetland.

The UA will transit up to an altitude of 1,300 AMSL.

4. UNMANNED AIRCRAFT CHARACTERISTICS

Figure 1 - The FX2 type UAS

Flylogix is in the process of securing the appropriate authorisations from the CAA for these operations. It should also be noted that the UA will be fitted with ADS-B IN/OUT and a Mode-S & ADS-B transponder.

5. TDA

5.1 Design Principals

To limit the impact of the TDA on other air users, Flylogix applies the following design principals:

- Minimise the volume of airspace, including both footprint and altitude.
- Segment the TDA so that only the sections required for a specific flight are activated and to simplify the Danger Area Crossing Service

5.2 Proposed Design

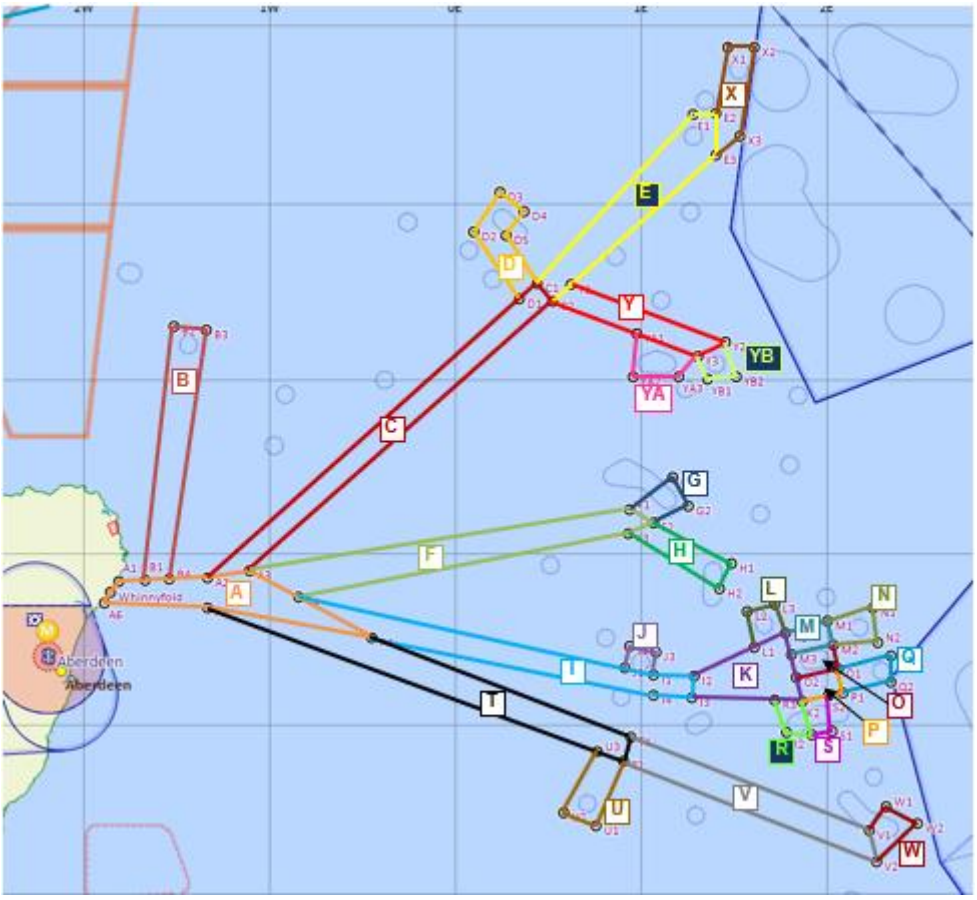

Figure 2 - Map of TDA Proposal (segments bounded by separate colours)

The proposed TDA is broken into several segments. Segment A covers the departure and arrival to/from the field at Whinnyfold from the Low Water Mark and extending East over the North Sea. The remaining segments will all be for operations offshore. All TDA segments are established between SFC – 1300ft AMSL.

- The TDA will be in place from 1 August 24 until 14 October 24 (notification will be given if this changes in the final submission) and will be cancelled before this date if all operations are completed.

- Flylogix will engage with Aberdeen Radar (NATS) to provide a Special User Area Crossing Service(SUACS) during the periods the TDA is active. The frequency for the service will be published on the NOTAM and in the AIC along with Flylogix contact details.

- Flylogix will be available for direct contact by telephone before and during operations if additional information is required.

5.3 TDA Design Rationale

It is Flylogix's intent to minimise the impact the TDA has on other air users. The following is a summary of the considerations made when designing the proposed TDA and rationale for its features.

5.3.1 Airfield

Whinnyfold was selected due to the following characteristics:

- Whinnyfold is clear of nearby existing Danger Areas and other notified airspace such as noise sensitive areas and bird sanctuaries.
- Whinnyfold is situated next to bodies of water, therefore the travel of the UA over land is minimal reducing risk to those on the ground.
- Whinnyfold is a private field with no crewed aviation.
- Whinnyfold is free of significant ground-based obstacles such as power lines.
- Whinnyfold is 20Nms from the closest airfield (Aberdeen/Dyce) and therefore should pose little impact to existing operations.

5.3.2 TDA Design

All segments have been designed to ensure they do not cover any other airfields and make it as easy as possible for other aircraft, for example when coast following to fly over or avoid the TDA inland. The rationale for their features is as follows:

- Established from SFC – 1300ft AMSL. The UA will operate at up to 800ft in all segments and a 1300ft ceiling allows for 500ft separation.
- Due to the wider dispersal of assets East of Aberdeen these TDA segments were designed as direct corridors to simplify the TDA complex and the subsequent provision of SUACS.
- The shape of these segments is such that when active, any activity at 3rd party offshore structures/assets, their HTZs or helicopter operations in the Shetland area of the North Sea are minimally impacted.

6. PLANNING AND NOTIFICATION

Flights will be between 3 hours and 4.5 hours long. The TDA will be activated 30 minutes before take-off and end up to 3 hours after the last scheduled landing time. This contingency will be determined by weather forecast and, in the case of flights to oil and gas facilities, by the uncertainty in helicopter flights and other operations at these facilities. If the UA lands before the end of the TDA activation, Flylogix will inform ATC and request of the CAA that the NOTAM is cancelled.

Flylogix may conduct multiple flights in a single day. During the 90-day period in which the TDA will be published, Flylogix plans to carry three periods of flights which indicatively are currently planned for between 1 August 24 and the 14 October 24 (subject to weather and serviceability).

To activate the TDA, a NOTAM will be published at least 24 hours in advance of planned flights detailing activations times. If UA activity is cancelled for whatever reason, we will request the NOTAM is cancelled.

If direct notification is required in addition to the NOTAM publication, please make note of this in your feedback.

7. ENGAGEMENT PERIOD

The methane measurement work being carried out is a vital part of reducing the greenhouse gas emissions of the North Sea oil and gas industry. This is supported by both the UK government, through BEIS, and the oil and gas operators.

The target AIC publication date is the 25 July 2024 to fit in with client oil and gas platform production and operation schedules. To achieve this target publication date, this ACP must have passed the CAA's decision gateway by the 31 May 2024.

Considering the above, public holidays and the need to provide the CAA with sufficient time to assess the temporary airspace change application, stakeholders are being given 5 weeks to provide feedback.

Flylogix's rationale to support effective engagement within a 5-week engagement period is as follows:

- Flylogix is proactive in engaging directly with stakeholders via email followed up by telephone calls.
- Flylogix has previously engaged with all listed stakeholders for other TDAs from Whinnyfold and other North Sea operations for methane survey flights. Therefore, the stakeholders are familiar with the type of operation.
- Due to Flylogix's experience in operating in this area and the limited number of air users around Whinnyfold, we are able to engage directly with the relevant individuals.

Stakeholders will be contacted on 24 Mar 2024 and will be given until the 30 Apr 2024 to respond.

8. YOUR FEEDBACK

The CAA require evidence of engagement with other air users as part of the airspace change request process. We would therefore value your feedback by Friday the 30 Apr 2024 so that we can include this in our submission to the CAA. This feedback can be submitted in the following ways:

1. An email to simonsmith@blackswansl.com detailing any recommended changes to the TDA to improve safety or reduce impact on you.
2. An email to simonsmith@blackswansl.com saying that you understand and agree with the proposed approach.
3. Setting up a call with us to give your feedback. We will take minutes of the call and get your approval of these minutes before submitting them to the CAA. Email to simonsmith@blackswansl.com

Where possible, if feedback could be sent in advance of the end of the engagement period this would be greatly appreciated. This affords Flylogix more time to work with you on any recommended changes to the TDA and collate your responses into a summary report for the CAA. Flylogix will send periodic reminders during engagement if no response has been received.